Approved For Release 2008/01/07 : CIA-RDP80-00810A005700490007-2

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 25 March 1955

SUBJECT Railroad Construction Projects

NO. OF PAGES 5

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

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[redacted] IS UNEVALUATED INFORMATION

1. [redacted] the execution of the following railroad construction projects was planned for 1954:

Project	Value of Project (in Million Eastmarks)	
Manufacture of 500 type OO cars [1]	[illegible]	25X1
Manufacture of 300 type GGs cars	" 10	
Manufacture of 50 steam locomotives [2]	" 44	
Manufacture of 6 experimental steam locomotives (presumably coal-dust firing locomotives)	" "	25X1
Reconditioning of 347 passenger cars	" 35	
Improvement of Leipzig railroad station	" 2	
Reconditioning of permanent way	" 57	
Berlin Circuit, 3rd construction stage (Birkenwerder - Wustermark railroad line) [3]	" 30	
Karow - Wuhlheide railroad line [4]	" 5	
Rerouting of S-Bahn line at Strausberg [5]	" 4	
Halle - Magdeburg railroad line [6]	" 3	25X1
Oebisfelde check point [7]	" 8	
Dispatch installations [8]	" 9	
Brandenburg railroad power station	" 9	
Electrification program [9]	" 86	
Railroad technical school at Dresden	8.5	
Railroad technical school at Erfurt	4.8	25X1
Tunnel at Leipzig main railroad station	" 2	
Concrete works at Rethwisch [10]	" 1	10

2. A total of about 460 million eastmarks is to be invested in 1954. In detail this sum is to be spent as follows:

a. Main Installations — 455,852,000 eastmarks including:

Rolling stock	about	96 million eastmarks
Replacement of rails and ties	"	52 "
Improvement of line capacity	"	59 "
Bridges	"	3 "
Experiments	"	2.2 "

25X1

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STATE	NAVY	NSRB	DISTRIBUTION
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[redacted]

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Electric installations	About	40 million eastmarks
Safety	"	13 "
Signal communication plants	"	16 "
Railroad stations	"	32 "
Miscellaneous	"	12 "

b. Auxiliary Installations — 13,265,000 eastmarks

(Social welfare, health, cultural affairs, sport, etc.)

c. Reserve — 20,092,000 eastmarks [11]

3. In late October 1954, it was learned that the single-track Mühlenbeck-Jacobsdorf railroad line which crosses the Oder River and which was dismantled at the end of the war will be rebuilt. RBD Berlin will be in charge of the Wriezen - Alt Rudnitz section which includes the railroad bridge over the Oder River, the roadbed was still essentially intact on this stretch but the bridge must be completely rebuilt. The bridge which will have to be 350 meters long, is scheduled to be rebuilt as a steel structure resting on concrete piers. Concreting work on the bridge had been under way for some time, but track laying work had begun only recently. It was expected that the Wriezen - Alt Rudnitz section of the railroad line including the railroad bridge would be completed in about the spring of 1955. No information was available on construction work on the Polish section of the line involved. [12] 25X1

4. The single-track elevated railroad line between Berlin and Bernau is to be double-tracked between Pankow and Blankenburg in 1955. The designs for this project have already been made. The project will be executed so that trains may operate on this line section every 10 minutes while previously trains could only operate every 20 minutes between Blankenburg - Helenenhainer Allee - Gesundbrunnen and Stadtbahn, and every 30 minutes between Blankenburg - Gesundbrunnen and Stadtbahn. The construction of a second track between Blankenburg and Pankow would make it possible to have trains operate between these two places every 5 minutes. [13]

5. Work on the electrification of the Berlin railroad circuit between Blankenburg and Oranienburg via Birkenwerder is scheduled to begin soon. The execution of this work will make it possible to reach Oranienburg via the elevated train system without touching the Western sectors of the city. [14]

6. Work on the enlargement of the Wuhlheide marshalling yard is making slow progress. A total of 40 tracks had been laid by late October 1954. [15]

7. Only technical work is planned in 1955 in connection with the electrification of the new elevated train line leading to Strausberg. No reconstruction work is planned for the time being at Reichsbahnhof Strausberg railroad station. This indicates that only electric shuttle traffic will be possible between Reichsbahnhof Strausberg and Strausberg-Nord railroad station in 1955. [5] 25X1

8. A sum of 23 million eastmarks has been made available for the completion in 1955 of the Nordring Berlin near Hustermark. This project involves the construction of single-track rail links to adjoining railroad lines and the construction of an underpass at the junction of the Nordring with the Berlin - Stendal railroad line. This underpass will be constructed between the Hustermark marshalling yard and the canal near Hustermark-Ort. The new single-track links will establish connections with the Wildpark - Stendal/Nauen railroad lines;

The line leading to Stendal;
the line to the marshalling yard;
to Wildpark and the marshalling yard. [3]

A crossing loop establishing a connection to the Berlin - Velten railroad line will also be built north of the Hennigsdorf railroad station.

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9. Highway No 4 which runs from Berlin to Hamburg will be lowered 70 centimeters at the level crossing with the railroad line coming from Wildpark. The building of a railroad overpass at this crossing is planned for 1955.

25X1

10. In late October 1954, work on the double-tracking of the Leipzig - -Grossokrbetha railroad line was discontinued for lack of spring rail-spikes.[16]

11. In early November 1954, it was observed that concreting work on the piers of the railroad bridge over the Oder River near Neuruednitz was being accelerated. The actual bridge is scheduled to be brought into position before the beginning of the frost period. The superstructure of the bridge was dismantled at the railroad bridge previously available at the Bornholmer-Strasse elevated railroad station. Bridge construction work is executed by Bauunion Waren. On the Polish side of the bridge, the railroad tracks had already been laid, but they were still missing on its German side.[12]

12. On 19 October 1954, a delegation of VEB Energie - Projektierung (Designs Bureau for the Power Industry) inspected a railroad power station at Muldenstein. It was observed that four boilers were in operation. An enlargement of the power station was planned and preliminary designs for this project were to be submitted by 10 December 1954. The power station is to be rebuilt in its previous form. Part of the machinery of the power station which had been returned from the USSR was still piled up along the railroad line. It appeared that much of the machinery was greatly damaged.[9]

1. [redacted] Comment. Type OO and OG cars are four- or multi-axle gondola cars or boxcars with a maximum load capacity of 30 tons. The letter "s" following the type designation letters indicates that these cars may be attached to fast trains. OO and OGs type cars are mainly built for the transportation of grain and ore imported from the USSR. The manufacture of 500 OG type cars was envisaged in the 1954 Economic Plan. This plan also included the repair of 300 passenger cars and the construction of 50 new passenger cars. It is unknown whether this plan could be fulfilled or not.

25X1

2. [redacted] Comment. No new standard-gauge steam locomotives have been built for the GDR Railroad Administration since the end of the war. Two locomotives had been planned to be built in 1954. [redacted] the following numbers of locomotives were scheduled to be built between 1955 and 1960:

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1955	100 locomotives
1956	200 "
1957	300 "
1958	400 "
1959	450 "
1960	500 "

[redacted]

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3. [redacted]

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4. [redacted] Comment. This item refers to the construction of a second track on this section of the Ostring Berlin. [redacted] 25X1

5. [redacted] Comment. This project will be executed by order of the Ministry of the Interior/KVP, [redacted] 25X1

6. [redacted] Comment. It is believed that the reconstruction of the second track of this line is involved. The Halle - Koethen section of this line has already been double-tracked [redacted] 25X1

7. [redacted] Comment. Oebisfelde is the check point for interzonal traffic on the Berlin - Stendal - Hannover railroad line. 25X1

8. [redacted] Comment. The introduction on 1 October 1954 of the dispatcher system after the Soviet pattern required the construction of extensive new signal installations. [redacted] 25X1

9. [redacted] Comment. The electrification program of the Middle-German railroad net envisaged the electrification of approximately 1,346 km of railroad lines, of which about 470 km had already been electrified before the dismantling of railroad installations in 1945. [redacted] 25X1
The electrification program also includes the reconstruction of the Muldenstein and Brandenburg railroad power stations. [redacted] 25X1

10. [redacted] Comment. The railroad-owned concrete plant near Waren in Mecklenburg is to be enlarged with a view of increasing the production of concrete ties. 25X1

11. [redacted] Comment. The 1954 railroad investment program exceeded the planned 1955 investment program by 115 million eastmarks. The 1954 program included the following expenditures:

Main installations	503 million eastmarks
Auxiliary installations	9 " "
Reserve	25 " "

[redacted]

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